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FEDERAL RAILROAD ADMINISTRATION
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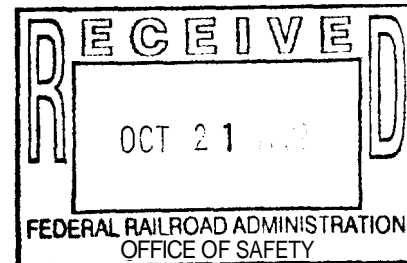
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October 15, 2002

FRA-02-12836

Mr. Grady C. Cothen, Jr.
Deputy Associate Administrator for Safety Standards
and Program Development
Federal Railroad Administration, Stop 25
400 7th Street, S.W.
Washington, D.C. 20590



Dear Mr. Cothen:

In support of the North American Joint Positive Train Control (NAJPTC) project, Union Pacific Railroad Company (UP) submitted an application seeking FRA approval to design, test and implement a Positive Train Control (PTC) system for high speed passenger train service. This proceeding was docketed as **FRA-2002-12836**.

The application seeks, among other things, approval to conduct a high-speed demonstration of the PTC system. Proposed high-speed test/demonstration dates have been set for October **23, 30, 31** and November 1, **2002**. The purpose of this letter is to identify the conditions and procedures under which the UP **will** conduct the high-speed test/demonstration runs in support of Amtrak and the NAJPTC project office.

The equipment will be supplied by Amtrak and will consist of two General Electric **P42** locomotives, one or more coaches, and one or more dinettes all capable of operation at speeds up to and including **110 MPH**. The equipment will be operated in push/pull configuration.

The PTC demonstration will be conducted on Union Pacific's Joliet Subdivision between Normal, Illinois and Chenoa, Illinois. The high-speed portion of the tests and demonstration will be conducted between milepost **111.25** and milepost **122.75** on the Joliet Subdivision. Prior to undertaking any operations in excess of **79 MPH**, the track **will** be tested with FRA and UP equipment to assure Class **6** track status.

There is one Hot Box Detector in the high speed test section located at **MP 115.1**. The detector is not suitable for operations in excess of **80 MPH**, therefore, the train **will** be inspected at Normal, Illinois and Ballard or Chenoa, Illinois prior to each movement in excess of **80 MPH**.

All operations at speeds greater than 79 MPH will be made under absolute block conditions and a designated Director/Manager will be stationed with the train dispatcher during the high-speed tests to supervise the operations. No other train or on-track equipment will be permitted to occupy any controlled track within the test area during a high-speed test run.

There are 6 public crossings equipped with four quadrant gates and 1 private crossing equipped with dual gates in the high speed test area between milepost 111.25 and milepost 122.75. There is one zero (0) degree 15'' curve in the high speed test section between MP 116.5 and MP 116.6.

- Public crossings will be manned by one UP signal person and a minimum of one law enforcement officer. At the beginning of each test run UP intends to activate the crossing warning systems manually and have confirmation that the crossings are activated and the gates are down before the test train is authorized to exceed 79 MPH. Once each crossing has been activated and the crossings' status has been relayed to the test train, the UP signal personnel will assist the law enforcement officers in flagging the crossings.
- The private crossing will be closed by either pre-arrangement with the user **or** handled as described above.

UP expects the tests to be conducted under the scrutiny of an FRA test monitor and will comply with any constraints imposed by the test monitor.

The proposed high speed test on October 23, 2002 **will** consist of not more than four round trips between approximately milepost 111.25 and milepost 122.75 consisting of one round trip each at 90 MPH, and 100 MPH, and 2 round trips at 110 MPH for the purpose of testing the Location Determination System, available suite of PTC software and hardware and the track at speeds in excess of 79 MPH.

The proposed high speed test on October 30, 2002 will consist of not more than four round trips between approximately milepost 111.25 and milepost 122.75 consisting of one round trip each at 90 MPH, and 100 MPH, and 2 round trips at 110 **MPH** for the purpose **of** testing the Location Determination System, available suite of PTC hardware and software and the track at speeds in excess of 79 MPH.

The proposed high speed demonstration/test on October 31, 2002 will consist of not more than four round trips at 110 MPH between milepost 111.25 and milepost 122.75 on the Joliet Subdivision for the purpose of demonstrating and testing the available suite of PTC hardware and software at speeds in excess of 79 MPH.

The proposed demonstration/test on November 1, 2002 will consist of not more than four round trips at 110 MPH between milepost 111.25 and milepost 122.75 for the

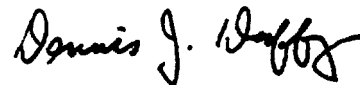
purpose of demonstrating and testing the available suite of PTC hardware and software at speeds in excess of 79 MPH.

A minimum of two Union Pacific Railroad employees **will** be onboard the train to assist the Amtrak crew at all times. Union Pacific expects approximately 10 employees to observe or participate in the operations on October 23, and October 30, and between 10 and 20 employees will observe or participate in the demonstration/tests on October 31 and November 1. Amtrak expects approximately 10 employees to observe or participate in the operations on these dates.

John Schwalbach, Chief, Bureau of Railroads, Illinois Department of Transportation, is the point of contact for information as to the number of guests expected to observe the test/demonstration on October 31, and November 1. It is estimated the demonstration runs **will** be observed by approximately 175 invited dignitaries and news media. A list of the invited guests **will** be **furnished** to FRA if requested.

I hope this additional information is helpful. If you have any further questions, please contact Mr. Dan Steinhoff of my staff at telephone number (402) 271-4027.

Sincerely,

A handwritten signature in black ink, reading "Dennis J. Daffy". The signature is written in a cursive, flowing style with a large, stylized "D" at the beginning.